

## GOES ON RECORD.

Senator F. Dumont Smith States His Position.

Emphatically in Favor of Maximum Freight Law.

ON THE OTHER SIDE.

No Longer a Member of Railroad Crowd.

Passenger Fares Must Be Reduced, He Says.

Fred Dumont Smith, state senator from Edwards county, gave out a statement today which will cause the state politicians to sit up and take notice. There may be no wild sensation, but it certainly will cause surprise when it is learned that in his statement, Senator Smith announces that he will, at the coming session of the legislature, introduce or advocate the following measures:

Maximum rates for wheat and corn. Anti-pass law. Strengthen railroad commission law. Anti-pass law. Two cents a mile passenger rate. Assessment of railroads. Five thousand dollars rate expert for railroad board.

Concurrent resolutions instructing senators and requesting congressmen to vote for a removal of the tariff on lumber and a reduction of the tariff on steel and iron.

Concurrent resolutions instructing senators and requesting congressmen to vote for a bill that will give the president the right to make reciprocal trade agreements without the consent of congress.

This attitude of Senator Smith will come as a shock to the "railroad crowd" in Topeka. Senator Smith has been inclined to count on F. Dumont Smith as its friend. If Smith carries out the program on which he has started it means a break with the railroads.

One leading state politician who is high up in the councils of the Square Dealers said today in speaking of Senator Smith's announcement:

"There is no man in the state who is so close to the people and their wishes as Fred Dumont Smith. Smith knows that the people of this state are going to secure some strong anti-corruption legislation, and he is getting in line with the inevitable. If Senator Smith was an abolitionist, he would be a great power for reforms at the coming session."

One of the bills that I shall introduce will be a maximum rate bill on wheat and corn, which will reduce the present rate on these crops to twenty cents a bushel all over the state. It is well known to every shipper that the present rate on wheat and corn is exorbitant. The rate is the same today in our country that it was twenty years ago, although the actual cost of shipping to the railroad company is not over 60 per cent of what it was formerly. The rate of freight on wheat and corn is nearly double the average rate on all other commodities.

On the other hand the railroad company gets from \$36 to \$110 a car for every carload of wheat or corn shipped from Kansas City to Kansas City, a class of freight with much less risk and on which delay counts for very much less. If the cattle rate is high enough, then the wheat rate is much too high. A saving of two cents a bushel on the shipment of these two cereals would amount to the farmers of Kansas to at least three million dollars per annum.

Present Coal Confiscation. Another bill that I have prepared is an amendment to the coal confiscation bill of 1905. One of the most serious troubles that we have in the western country is the shortage of coal and the railroads have absolutely no excuse for this. The coal traffic is one of the most certain and profitable that the railroads have. They can believe that they will be consumed in Kansas, for instance, during the winter, and they can endure a coal shortage on wheat and cattle, but we must have coal, and there are days and sometimes weeks in cold weather when it is impossible to procure a ton of coal in any town. Not only that, but railroads do not even supply themselves with coal in advance, but confiscate it from the shippers whenever they can. It is the shipper is never sure of having the coal that he orders.

My bill provides that whenever the railroad company confiscates coal in transit it shall pay to the consignee double the value of the coal and a reasonable attorney's fee if suit is brought in the courts. If the railroad company is absolutely derelict in its duty in this failure in the last year or two to furnish coal for our country, I can see no reason why it should be liable to a forfeiture of its corporate duty.

Fix the Railroad Law. Another railroad matter that needs attention is the rate making power given to the railroad board under the present law. The law provides that whenever the commission shall find an existing rate to be unreasonable, it shall have a power to make a reasonable rate for the future. The power to declare

the existing rate unreasonable is a judicial power. The power to make a reasonable rate for the future is a legislative power. The union of these two powers in one section is of doubtful validity. While it is true that the commission must always exercise the judicial process of finding the existing rate to be unreasonable before it makes a reasonable rate for the future, it should not be required to adjust the old rate unreasonable because it comes very close to the danger line of invalidity. In the old act of 1905, a ratification decision by this union of judicial and legislative power in one body.

My amendment eliminates the judicial function leaving full power to the board to make a reasonable rate for the future. This section is now strenuously attacked by the railroads in suits now pending. If this section should be knocked out by the courts, the board would be left without any rate making power for two years. I think it well to remove this doubt so that there will be no question as to the rate making power of the commission.

No Jokers or Loopholes. There is no doubt as to the passage of an anti-pass law, and it should be made to say what it purports to say without jokers or loopholes. The purpose of the anti-pass law is to prevent the railroads from making special rates for sons or classes of persons and that should be the test of the law. If the railroad company is permitted to give special rates to its employees, it is confined to employees exclusively employed by the company. In other words the company should not have the power by appointing a multitude of nominal employees to confer special rates.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

As a result of this measure of course railroad fares should be reduced. To just what extent will be our matter of close calculation and reasonable judgment. The freight rates recognize the difference between a short and a long haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul. The rate on a five hundred mile haul is not the same as the rate on a ten mile haul.

## DRANK ACID AND DIED.

Albert Baker Quaffs Deadly Draught While Talking to Wife.

WAS NO VIOLENCE.

Evidence that Death of Miss Blischer Was Due to Natural Causes.

The death of Mrs. Mary Blischer, the aged woman who was found dead in the hotel which she made her home, is now thought to be due to natural causes. Although she had fallen from her bed, and was lying face downward in the floor, no signs of a struggle were found, and no wounds or contusions which would cause death were found. It is probable that the woman died Saturday night or Sunday, although the body was not found until Tuesday noon.

Some talk of probable violence has been indulged in by persons who know of her troubles with neighbors, but there is little ground for suspicion. The woman lived in the little shanty in the rear of the new cottage she built last year. The cottage is situated on a lot north of the Highland Park school house. The cottage in the front end of her lot is not occupied, and was found securely locked by the police.

The police discovered the key in the shanty where the body was found, and examined the interior of the new house, which was found to be in good order. The body was found in the shanty, which was used as a bedroom. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order. The shanty was found to be in good order, and the body was found to be in good order.

## MARKETS TODAY.

Wheat Opens Active and Weak on May Option.

Corn Steady as Result of Wet Weather.

LIVE STOCK TRADE.

Cattle Are Steady -- and the Receipts Small.

Hogs Quoted at Five and Ten Cents Lower.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

## STOCK SHIPPERS.

To Insure Yourselves Best Results Consign To

Clay, Robinson & Co.,

Live Stock Commission Merchants, Stock Yards, Kansas City.

WE ALSO HAVE OUR OWN OFFICES AT CHICAGO, ST. JOSEPH, MO., DENVER, CO., ST. PAUL, MINN., SIOUX FALLS, S.D.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

Chicago, Jan. 2.—The wheat market today opened active and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option. The market was steady and weak on the May option.

## PEOPLES LOBBY TO MEET.

Will Endorse a Candidate for Speaker Tomorrow.

There is to be a meeting of the "People's Lobby" at the Copeland hotel this evening for the purpose of endorsing a candidate for speaker of the house.

About 50 business men from various parts of the state are expected to attend, and the expectation is that the candidacy of C. A. Stannard of Lyon county will be endorsed.

J. S. George, of Hutchinson, who was a member of the "shippers' lobby" at the last session, and played an important part in the enactment of the railroad law, is one of the chief movers in the meeting to be held today.

He said this morning: "I have sent invitations to a number of the representative business men of the state, asking them to meet here today. I do not expect that more than forty or fifty will be able to come. The platform of this meeting is short. It is this: 'Against railroad domination.' We believe that it is very important that the house should be organized on a business basis."

"For this reason we are opposed to J. S. Simmons of Lane county for speaker. Simmons is the local attorney for the Santa Fe railway; he is backed by all the railroad element; and while he may not be under pledges to railroads, the influences which are trying to elect him are undoubtedly the railroad interests."

"I am for Stannard for speaker because he is and has been a consistent friend of the shippers of Kansas. Stannard will have 37 votes on the first ballot for speaker, more than either of the other candidates. I believe that Stannard's election is sure."

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.

"I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George. "I have nothing to say on that proposition," replied Mr. George.